

Highway Safety Improvement Program

Program Overview

The goal of the Highway Safety Improvement Program is to significantly reduce traffic fatalities and serious injuries on all public roads and roads on tribal lands. HSIP requires a data-driven, strategic approach that focuses on performance to improve roadway safety.

The specific provisions pertaining to the HSIP are defined in MAP-21.

HSIP funding is distributed to each MnDOT district based on the proportion of fatal and serious injury crashes occurring in the district. The district funds are then allocated to local roads and state highways based on the proportion of fatal and serious injury crashes occurring on the corresponding roadways.



Program Guidance and Criteria

Guidance

Eligible local agencies that could use HSIP funds for projects include counties, cities, townships, and tribal lands. Townships and cities with a population of less than 5,000 must request the sponsorship of a county to apply for funding and implement projects. Local agencies are required to provide a 10 percent local match to any federal funds that they receive.

Criteria

Projects are selected by the following criteria:

1. Qualifying Criteria

- Project addresses priorities in the Strategic Highway Safety Plan.
Through collaboration with safety stakeholders, the SHSP process identifies statewide focus areas with the greatest potential for reducing fatalities and serious injuries. Linking the HSIP with the SHSP ensures HSIP projects address priorities identified through the broader statewide strategic approach.



- Project or countermeasure selection is based on a data-driven process.
Data is the driving force in the decision-making process. Along with good data and analytic tools, the program is able to identify systemic or site-specific safety problems, select and prioritize countermeasures, and evaluate impact on reducing fatalities and serious injuries.
- The selected countermeasures address the identified problems.

2. Assessment Criteria

Projects are divided into two sub-categories, proactive and reactive strategies and assessed.

- Proactive Projects: This program defines proactive as an approach to road safety associated with the prevention of safety problems before the forming of a pattern of crashes. This currently includes risk factors as identified through County Roadway Safety Plans, state or national research or predictive analysis, e.g. the Highway Safety Manual.
- Reactive Projects: This program defines reactive as an approach to road safety based on the analysis of existing crash data at an intersection, segment or curve. A detailed benefit versus cost analysis must be completed.

Funding

	2011	2012	2013	2014	2015
Amount Allocated	\$8.8 M	\$7.7 M	\$11.3 M	\$20.8 M	\$23.5 M
Number of Projects	34	37	29	66	100

Data source: Local HSIP Solicitation summary completed by MnDOT SALT and Metro Traffic.

For More Information

Contact Mark Vizecky, State Aid Programs Support Engineer at mark.vizecky@state.mn.us or 651-366-3839.

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